

DATE 2002 07 DEC 64

S E R E T

TO : DIRECTOR

FROM :

ACTION:

INFO :

ROUTING INT	
1	
2	
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1	9
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3	11
4	12
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6	14
7	15
8	16

PRIORITY

25X1A

25X1A

TOR: 2152Z 07 DEC 64

OSA-1-15

IN 61327

TO PRIORITY

INFO PRIORITY

CITE

KEDLOCK

POSTED  
m. p.

1. FLIGHT NO. 13, ARTICLE 1005, FLOWN 4 DEC 1964.

2.

3. DURATION: 3:15 HRS, TOTAL TIME 21:25 HRS.

4. MAX SPEED REACHED: 2.65 NM. MAX ALTITUDE: 67,000 FT.

5. TIME ABOVE 2.0 NM: 0:20 HRS THIS FLIGHT. TOTAL: 1:00 HRS.

6. TIME ABOVE 2.6 NM: 0:02 HRS THIS FLIGHT. TOTAL 0:09 HRS.

7. T.O. WEIGHT 112,050, C.G. 18.4 PERCENT.

8. OBJECTIVES:

A. TWO WAY DATA LINK TESTING.

AND

C. VERTICLE STEERING.

D. PERFORMANCE ACCELERATION.

9. ENGINE START, GENERATOR OPERATION, INS ALIGNMENT, FCS TURN ON, DATA LINK CONFIDENCE CHECK, TAXI AND TAKEOFF SATISFACTORY WITH NO PROBLEMS.

S E R E T

GROUP 1  
EXCLUDED FROM AUTO-  
MATIC DOWNGRADING  
AND DECLASSIFICATION

USAF  
review(s)  
completed.

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10. PILOT REPORTED TAKEOFF ROLL WAS APPROXIMATELY 6,100 FEET WITH LEFT OFF AT 225 KNOTS. FULL AFTERBURNER WAS USED TO 320 KEAS. MIL POWER AT 325 KEAS, .91 M TO 30,000 FEET ALTITUDE. DATA LINK TESTING WAS CONDUCTED FOR 46 MINUTES. TESTS CONSISTED OF 9 DIFFERENT PROCEDURES: TEST I: GROUND/AIR/GROUND, AUTO, TARGET DATA REPLY; TEST II: GROUND/AIR/GROUND AUTO, SPECIAL DATA REPLY; TEST III: GROUND/AIR/GROUND, AUTO, COMMUNICATIONS INTERFERENCE AND SPECIAL DATA REPLY; TEST IV: GROUND/AIR/GROUND, AUTO, COMMUNICATIONS INTERFERENCE AND SPECIAL DATA REPLY; TEST V: GROUND/AIR/GROUND, AUTO, SPECIAL DATA, TARGET DATA, AND INTERCEPTOR DATA REPLY; TEST VI: RELAY AND VOICE; TEST VII: RELAY DATA, INTERCEPTOR ADDRESS; TEST VIII: RELAY, DATA, OTHER AIRCRAFT ADDRESSES; TEST IX: GROUND/AIR/GROUND, AUTO, SPECIAL DATA, TARGET DATA, AND INTERCEPTOR DATA WITH NO REPLY. TWO GROUND STATIONS, EDWARDS AFB AND CULVER CITY ROOF HOUSE, WERE USED. THE AIRCRAFT DISPLAYS WERE GOOD, AIRCRAFT REPLIES WERE RECEIVED; HOWEVER THEY WERE INCORRECT. TACAN WAS TURNED OFF DURING THE RETESTING OF TEST V. NO CHANGE WAS NOTED IN THE AIRCRAFT REPLIES.

11. REFUELING TO MAX CAPACITY WAS ACCOMPLISHED IN 12 MINUTES. ACCELERATION IN MIL POWER WAS REPORTED TO BE POOR, AFTERBURNER WAS REQUIRED TO ACCELERATE. A NOSE ASPECT RADAR PASS AGAINST A F-104 TARGET AT .86 M, 35,000 FEET WAS ATTEMPTED. THE YF-12'S FLIGHT PATH WAS OFFSET FROM THAT OF THE F-104 AND THE PASS WAS NOT SUCCESSFUL. ACCELERATION WAS CONTINUED. DATA LINK WAS TURNED ON AGAIN

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AND CULVER CITY CONTINUED TO INTERROGATE THE AIRCRAFT. RESULTS OF THESE TESTS ARE BEING STUDIED.

12. DURING THE ACCELERATION THE LEFT AFTERBURNER BLEW OUT AT 2.6M. RELIGHT WAS ACCOMPLISHED AT 2.3M. BOTH AFTERBURNERS BLEW OUT AT 2.4M AND WERE RELIGHTED. BOTH AFTERBURNERS BLEW OUT AGAIN AT 2.65 M. A VIBRATION WAS NOTED. THE SPIKES WERE MOVED FORWARD MANUALLY, THE FORWARD BYPASS DOORS WERE OPENED, THE AFT BYPASS DOORS WERE CLOSED, AND THE VIBRATION CEASED. RELIGHT WAS ACCOMPLISHED.

13. INS TERMINAL ERROR WAS REPORTED TO BE 15.5 NM AFTER 3 HOURS AND 39 MINUTES IN NAV MODE.

14. FLIGHT SQUAWKS NOT PREVIOUSLY MENTIONED:

- A. AIRCRAFT RADIO OVER MODULATED.
- B. VOICE RELAY FROM THE AIRCRAFT IN DATA LINK MODE WAS GARBLED.
- C. RIGHT ENGINE AFT BYPASS DOOR INDICATOR FAILED.
- D. EGT READING OF 860 TO 870 ON BOTH ENGINES WERE MOMENTARILY EXPERIENCED.
- E. RIGHT LOWER CHINE SKIN CRACKED AND TORN.
- F. NUMBER 5 FUEL TANK LEFT TOP STRESS PANEL CRACKED.
- G. FCO COMPASS ERRONEOUS.
- H. LEFT AFTERBURNER REQUIRED 3 ATTEMPTS TO RELIGHT.
- I. FOD ON LEFT ENGINE.

END OF MESSAGE

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